

23 12 cases Liquorice Paste.  
3 bales Vermont Inate root.  
2 bales Snakeroot—for sale by OLIVER FLETCHER,  
No 2 India st. jy20



FRIDAY, OCTOBER 9, 1835.

The Meeting at Faneuil Hall, on Wednesday evening, of citizens disposed to aid in the construction of the Western Rail Road, was very numerous and respectable. It was called to order by CHARLES HENSHAW Esq., when the Hon. ABBOT LAWRENCE was called to the Chair, and Messrs. Thomas B. Curtis and Stephen C. Higginson appointed Secretaries. Upon taking the Chair, Mr. LAWRENCE explained the object of the meeting, and concluded by saying that Mr. APPLETON, the Chairman of the Committee for calling the meeting, &c. was detained at home by illness, but had sent his Report, which was then read by Mr. CURTIS, one of the Secretaries. Mr. Bleeker, of Albany, also introduced a Report in behalf of the delegation present from that city, with some pertinent and highly encouraging remarks. He was followed by Messrs. Amasa Walker, William B. Calhoun, (of Springfield), Henry Williams, B. F. Hallett and Edward Everett. A general committee for raising subscriptions, consisting of Messrs. William Appleton, David Henshaw, George Bond, James K. Mills, Edward H. Robbins, and J. H. Wolcott was then appointed, and also a sub-committee for the same purpose, consisting of three from each Ward, three from South Boston, and three from each of the adjacent towns of Roxbury, Charlestown, Cambridge and Lynn. The General Committee were vested with power to fill all vacancies.

The Report sets forth, in a candid and judicious manner, the advantages which will be sure to attend the completion of this great work. Advantageously situated, as Boston is, for carrying on an extensive foreign trade, her means of easy intercourse with the interior are altogether too limited, when compared to the resources she possesses of prosecuting every branch of domestic commerce. Nature has directed the streams which water a great portion of the Commonwealth towards the sea-ports of other States, and the modern improvements in steam navigation have improved the channels of trade leading to rival markets, while canals have been constructed from the central parts of the Commonwealth to the ports of neighboring States—and all these circumstances, combined, have served to clog the enterprise of the citizens of Boston.

The introduction of Rail Roads, however, supercedes the most improved modes of navigation, and their advantages have been already tested on three of the principal avenues leading from this city, with a success which exceeds the sanguine expectations of the parties interested, and justifies the most agreeable anticipations in relation to the great work now under consideration.

The Charter of the Western Rail Road establishes a corporation with a capital of two millions of dollars, divided into shares of \$100 each, in the most eligible form, and securing the profits to the stock-holders on the most equitable terms. In August last, about two-thirds of the necessary stock was subscribed, chiefly by individuals residing in this city, Springfield, and other towns on the route, and in Hudson and Albany—and the other third part of the stock yet remains to be subscribed for.

The Report proceeds:—

The rail road proposed to be constructed under this charter extends from the Boston and Worcester Rail Road to the border of the State of New York. To complete the line from that point to the Hudson river, two rail roads have been incorporated by the legislature of New York, one leading from the line of this State to the city of Hudson, and the other leading from the same point to Greenbush, on the bank of the Hudson river, opposite to the city of Albany. The stock in both these corporations has been taken up by citizens of the State of New York, and the routes have been surveyed. On one of them the work is now in actual progress, and on the other it will be soon commenced. In addition to these two rail roads, which may be considered as branches of the Massachusetts Western Rail Road, a third is proposed, leading from the same point at West Stockbridge to the City of Troy. Public notice has been given, that application will be made to the legislature of New York, at its next Session, for the incorporation of a company for this purpose, with a capital of \$600,000.

The line of communication, therefore, proposed to be established, and which will be completed by the construction of the Western Rail Road, will lead from Boston, through the whole length of this State, passing through its centre, and through the centre of three Western counties to the Hudson river, where it will unite, at two or three points, near the centre of the State of New York, with the great channels of communication already established, leading to the St. Lawrence on the North, to the great Lakes in the West, and to the city of New York in the South.

The opening of the Western Rail Road will unite this tract of country, (the valley of the Connecticut,) embracing an important portion of our own State, as well as of the States of Connecticut, New Hampshire and Vermont, more intimately with Boston than with New York. It will consequently be the means of restoring to this city a portion of the trade, of which it has been deprived by the recent improvements in navigation.

At the next step, this line of communication will meet, at Westfield, the Hampshire and Hampden canal, an improvement lately introduced chiefly by the enterprising citizens of the neighboring States, for the purpose of securing more effectually the trade of that region, to the cities of New Haven and New York. It will thus unite this channel of communication with the market of Boston, thereby restoring to it another portion of the trade, which was supposed to be irrevocably withdrawn from it.

In proceeding still farther to the county of Berkshire, this Rail Road will there intersect a portion of the Commonwealth, which for all purposes of trade has for many years been almost exclusively connected with the State of New York. It will offer to the people of the county a choice of the trade with Boston, and will enable them to open an intercourse with this city on an equal footing of familiarity, and even with greater ease, than that which is now afforded them, by means of steam navigation with the city of New York.

These, however, will be but a portion of the benefits which will result from the completion of this magnificent enterprise. The city of Albany is situated in the centre of a vast population, and an immense trade.—The northern canal extending from that city to Lake Champlain, opens a navigable channel along the western border of Vermont to the river St. Lawrence, and to the whole province of Lower Canada. The Erie canal, stretching westwardly through the numerous cities and towns of the west, for a distance of three hundred and sixty miles, extends the line of navigation to lakes Ontario and Erie. From these lakes it is continued by steam navigation to the remotest parts of lakes Michigan and Superior, and by the Ohio canal, through the whole length of that State to the Ohio and Mississippi

river, and their wide spreading branches. The business of the Erie canal is already so great that measures have been recently taken to enlarge its capacity, to enable it to accommodate the increasing trade which is accumulated upon it. The Hudson and Mohawk rail road leads from Albany to Schenectady, and thence to Saratoga. In another season this rail road will be extended from Schenectady to Utica, and, within a short period, along the whole length of the Erie Canal to Buffalo, and thence to the southern shore of Lake Erie.—Other improvements are in progress for extending still more widely among the vast population of the West and North, the benefits of intercourse with the shores of the Atlantic. The termination of the Western Rail Road at Hudson will be connected by a short interval of river navigation, with the Catskill and Canajoharie rail road, with the Hudson and Delaware Canal and Lackawanna rail road, and with the Erie rail road, each forming an additional avenue leading to the productive regions of the West. The connection which will thus be formed with this vast system of internal communication, intersecting the State of New York in various directions, and extending through the whole western country—an immense territory, rapidly increasing in population and wealth,—will give an importance and value to the Western Rail Road, in which it will be equalled by few other works in the country. This system of canals, rail roads, and internal navigation, is now connected with the Atlantic ocean by means of the Hudson river only. The vast trade which gives life and activity to this extensive system has its centre in the city of New York. The supply of foreign commodities, of products of the ocean, and of domestic manufactures, for this immense extent of country, is either derived exclusively from that city, or enters the Hudson River by passing through the harbor of New York. There is no good reason why the City of Boston should not participate directly in this trade. Many western merchants, under the present discouragements and disadvantages, purchase goods in Boston, to be shipped to New York, and thence transported through the Hudson River and the New York canals, to their places of destination in the West. It may be readily perceived, that a direct communication between Boston and the Hudson River, affording a personal intercourse as easy and as rapid between Albany and Boston as between that city and New York, and affording the means of direct transportation for the products of the West, as well as for the manufactures of this part of the country, and for foreign merchandise, will open a new and almost unbounded field for the trade of this city.

It is not to be expected, however, that the trade between this vast northern and western region, and the city of Boston, even with the aid of a rail road leading directly from the Hudson river, can bear any comparison with that which will be maintained with the city of New York. \* \* \* But there is a portion of the year in which a rail road to Boston would supercede all advantages of the navigation of the Hudson. For the space of three or four months in every year, the river is frozen up, and the navigation upon it consequently interrupted. During this period, the trade of the whole tract of country which has been described above, comes to a stand. All intercourse with the Atlantic is intercepted, and all operations of business are superseded until the opening of Spring. A rail road from Boston to Albany and Hudson would be the means of continuing to those places an active trade through the winter. The rail roads which are about to be built, extending westwardly from the Hudson, would serve to extend still farther the sphere of activity, through that period of the year which has been usually passed in a state of commercial inactivity.

It is manifest that the almost entire interruption of all intercourse with the Atlantic, from the commencement of winter to the opening of spring, must subject the inhabitants of the interior, and especially those engaged in trade, to great inconvenience and loss. A remedy for this inconvenience will be afforded in the opening of a new channel of trade, terminating at Boston, which shall remain open through the year. It will enable those who suffer from the suspension of navigation in the winter, to continue their avocations through the year, and will remove the impediments which retard the opening of business in the spring. This, therefore, may be relied on, as affording an additional assurance, that the Western Rail Road will become the channel through which a valuable portion of the trade of the West will be carried on. It will at all seasons be a convenient channel for that trade, and during a fourth part of each year, it will be the only channel which will remain open.

The Report of the Committee was accompanied by the following resolutions, and the two were jointly adopted by the meeting with great unanimity:—

**Resolved**, That in the opinion of this Meeting, a Rail Road, leading from this City to the centre of the Commonwealth to the Hudson River, will be of great public utility, by affording an easy and rapid communication, and thereby establishing a more intimate personal and commercial intercourse, between Boston and the Western parts of the State, and also between Massachusetts and New York and the Western States.

**Resolved**, That in the opinion of this Meeting, the prosperity of this City will be particularly promoted by the great public improvement now proposed, by the increase of its trade and population, and a proportionate advance in the value of property therein.

**Resolved**, That in the opinion of this Meeting, the work now proposed will not only be beneficial to the public, but productive of a profit to the Proprietors, affording an adequate remuneration for the heavy capital which will be necessarily invested in it.

**Resolved**, That such is the magnitude of this undertaking, that it is necessary for its accomplishment, to rely on the aid of an enlightened public spirit; and that consequently, however strong may be the assurance that the profits resulting from it will afford an adequate return for the capital invested therein, those citizens who shall subscribe for the stock, with the laudable purpose of raising a sufficient fund for the prosecution of the work, and of thereby promoting the important benefits which will result from it, will be entitled to the thanks of the community, as public benefactors.

**Resolved**, That the Committees be appointed of six persons for the City at large, three for each ward, for South Boston, and for the towns of Charlestown, Lynn, Cambridge and Roxbury, to solicit, in concurrence with the persons named in the Act establishing the Western Rail Road Corporation, Subscriptions to the Capital Stock of the same, and to return the subscriptions so obtained, to the persons entrusted by the said act with the charge of the same.

We congratulate the friends of this great enterprise upon the prospect before them—and we congratulate the city of Boston, that a work promising such extensively beneficial results, is now in a fair way to be accomplished.—It cannot fail to contribute largely to her commercial prosperity.

**Honesty and Liberality.**—On Monday a New York Merchant by the name of Farrington, stepped into a hack driven by Thomas Blake, having in his hand a package containing \$30,000. Upon arriving at his residence, he accidentally left the money in the hack, and not having noticed its number, he was without any clue to the whereabouts of his cash when he discovered his loss, and consequently not in a very comfortable state of mind. His anxiety was soon relieved by the re-appearance of Blake, with the cash in his hand. Mr. F. generously tendered him \$800 for a reward for his honesty, but its acceptance was declined—and it is now his intention to present him with an elegant carriage, horses, and harness.

We received by yesterday's mail the promised letter from Mr. Van Buren to a gentleman in Augusta, upon the abolition question. This letter is but a renewal of the declaration made by him against the movements of the abolition party in his letter to Mr. Gwin, of Mississippi, in 1834, and previously through Mr. Wright, of New York, as well as subsequently through Mr. Butler, the Attorney General.—Mr. Van Buren says he "concurs fully in the sentiments advanced" in the able and judicious resolutions adopted by the meeting in Albany opposed to the measures of the abolitionists—and that he advised and encouraged the call for that meeting.

**Nights at Mess.**—Philadelphia, Carey & Hart, Boston, W. D. Ticknor—1 Vol. 12 mo. A capital mess it is, full of love, murder, duels, encounters, escapes, tales, jokes, repartees, wit, puns and bulls; in a style, easy, flowing, rapid, rantithetical, and entirely *Hibernian*.

**Native Poetry.**—We have been presented with a poetical volume, accompanied with the following notice, which we insert with pleasure:—

**Samuel Woodworth Esq.** chief Clerk in the Commandant's office, at the Navy Yard, Charlestown, Mass. is the author of a little volume, comprising a choice selection of his poetical effusions, illustrated by and embellished with fine copperplate engravings. The talents of Mr. Woodworth as a lyric poet, are well known to the public, to whom we recommend the volume.—He is a native of Scituate, and entitled to the patronage of his countrymen of the Bay State. The volume is for sale by Ticknor.

**Mr. Abbott**, the English actor, whom they have tried to puff into notoriety in New York for the benefit of the Park Theatre, played in a new tragedy called the "King's Fool," on Monday night—John Bull has many subjects this side of the big pond to whom this title belongs. Perhaps the Park, in the fullness of its generosity, will allow us to see Mr. Abbott in a few days, when a steak at Fenno's will make him a first rate actor, although it failed to improve Mr. Brough's voice much. By the way, Brough has a benefit to-night—his bill is the best one that has been offered since the Woods commenced their present engagement.

**Apology.**—The N. Y. Herald says:—"Mr. Abbott is a tolerable actor, but not near so great a man as Peter Simple of the Star would have us believe."

**Mons. Gouffe** takes a benefit at the Warren this evening—when he was at the Tremont, some years since, he was considered a very remarkable *Monk*, and we presume he has lost none of those qualities which once rendered him a favorite at that establishment.

**P. S.**—The gentleman who sent us a communication about the Opera, signed "P." we don't know—his private note is written so badly that we can't read it, and his remarks, intended for publication, are so far from the truth that we can't publish them.

**Sundries.**—The Webster Vase is completed, and will be presented on Monday evening, at the Odeon.—The City Guards will parade this morning, under Capt. Macomber, with the Brigade Band. Mr. Alexander Wordsworth received the premium for the best plan of laying out the Phillips estate—the purchasers of some of the lots have sold out at an advance. The houses in Mount Vernon street have been re-numbered. The U. S. frigate Constellation has dropped down to Hampton Roads, and will sail in a few days. There was a bit of a row at Worcester during the celebration of the farmer's festival, on Wednesday, between the Marshals and citizens; several persons were knocked down, and the Marshals finally routed. Mr. Samuel Richardson had one of his legs badly fractured, and was otherwise severely injured, by being run over by one of the Concord stages, near the Warren Hotel, on Wednesday evening.

**Mr. Graham** will deliver his first lecture at Boylston Hall, this evening at 7 o'clock, which, it is to be hoped, will be judged of with fairness and candor. We have seen a letter from Dr. Warren to Mr. Graham, in which his principles are recommended to public attention.

**Cool Prospect.**—The Bangor Republican, in alluding to the late Webster dinner in that city, says—"At the present time it would be as impossible to excite feelings of enthusiasm in favor of Mr. Webster in Maine, as to kindle a fire with snow balls."

**Squally.**—Who will Levi Lincoln and his friends support for Governor? It is said that they have already had a large number of votes printed bearing Mr. Armstrong's name for that office! Mr. Everett's Bloody Brook compliment to Mr. Lincoln wasn't soon enough.

The apostate Plummer is being pretty essentially used up in Mississippi—he thought that he could reach the U. S. Senate by turning traitor, but Mr. Walker will walk over him without the least trouble in the world.

The Daily Advertiser has discovered in the present Legislature a willingness "to expunge whatever is obsolete and ineffectual"—the adoption of the law relative to keeping Saturday night, is evidence of this willingness.

Our neighbor of the Advocate would have a short life of it, apparently, if Mr. Everett were to talk to him all the time, for he says that Mr. E's speech of an hour, last Wednesday night, seemed but a minute.

The Steamboat Illinois struck a snag near Memphis (Ten.) on the 14th ult. and went down immediately, with all the cargo. A deck passenger by the name of Duncan was drowned.

**Correction.**—The Marquis of Waterford and company did not dine with the Mayor of New York on Sunday, as stated yesterday on authority of a New York paper.

We have received the New England Magazine for October, and shall notice its contents hereafter.—Upon our First Page will be found some lines by Mrs. Sigourney, which we copy from it.

Our Prices Current of Stocks are omitted, there being no fixed prices, in consequence of the dividends on Monday.

**Charles Biddle**, is the *Charge de Affaires* who ran away from his creditors in N. York, a few days since.

**Ominous.**—We saw 86 "Births" registered in the gentlemen's cabin, on board the steamer Portland, on Wednesday.

## GOOD NEWS FROM MARYLAND!

We commend the following to the attention of such Whigs as are "tired of victory":—

**Maryland Election.**—The election for members of Congress, Delegates to the State Legislature, &c., took place in Maryland last Monday. In the 4th district, comprising Baltimore City, and Ann Arundell County, including the city of Annapolis, the Whig candidates for Congress were Charles R. Stuart and Jns. P. Heath; the Jackson-Van Buren candidates, B. C. Howard and Isaac M'Kim. The votes in the city of Baltimore stood as follows: Stuart, 4904, Heath 4969, Howard 5617, M'Kim 5599. Average Van Buren, majority 671.—The remainder of the district, it is presumed, will not vary the result. At the Congressional election in 1833, M'Kim was opposed by Stuart, and Heath by Howard. In other words, the same candidates were in the field as at present. M'Kim's majority in the first five Wards of Baltimore was 371; Heath's majority in the remaining seven, 213. Deduct the latter from the former, and the Jackson majority in 1833 appears to have been 158. Now, 671. Jackson gain, 513.

The Jackson candidates for the State Legislature from the city of Baltimore, Messrs. Richardson and M'Lean, are elected by an average majority of 555.

We received a letter from Fort Gibson, yesterday, under date of the 2d September, which says, "Messrs. Pennewit and Thompson have just come in from the Prairie, and report that the troops left the Treaty ground on the 24th August, and will be here in a few days. Governor Stokes, the Commissioner, has much improved in health. All well."—*Nat. Intell.*

The Senate of Massachusetts have, to their great disgrace, restored the clause restricting the jail limits, in other words what is tantamount to it, re-enacted imprisonment for debt. We hope the sovereign people will VETO THIS BARBARIC ASSAULT UPON PERSONAL LIBERTY. —*New York Evening Star.*

**Robbery.**—The Louisville Journal of the 28th ult. says—"The dwelling house of Oliver Keen, Esq., of Lexington, was robbed a few nights ago, of about \$20,000 in money and due bills, besides many papers of value. A reward of \$800 is offered for the money and papers."

**Washington, October 6.**—We learn that the Board for the settlement of the French Claims commenced their session yesterday. We understand that they will close their labors about the first of January next.—*Nat. Intell.*

A mob of fifty or sixty persons, assembled at Marblehead on Saturday evening last, and demolished two one-story dwelling-houses, the inmates of which (females of abandoned character) had been the same day sent to the House of Correction for lewd and disorderly conduct.

**N. E. Boundary.**—It is stated in one of the Maine papers, that "Messrs. E. & S. Smith, of Bangor, rich land speculators, have purchased a large portion, if not the whole of the disputed Territory, from the British Government, at a low price."

**Stocks.**—Most kinds experienced a rise yesterday, and some of them a very large one. After the Board there was a partial re-action, but by no means equal to the full extent of the rise. There has been a tendency upward for some days past.—*N. Y. Jour. Com.*

The population of Arkansas is 51,809 persons, of whom nearly ten thousand are slaves.

**Revolution at Para—Capture of the City—and Defeat of the Brazilian Squadron.**—By the sch. Wm. Penn, Captain Appleton, which arrived at Salem on Tuesday evening, advices have been received from Para to the 14th ult. On the 14th of August an attack was made upon the city by about 4,000 mulattoes and Indians, armed with muskets, axes, knives, &c. The defensive force of the city was inadequate for its defence—and after nine days of hard fighting, and the loss of about half of the original number, the besieged were compelled to retreat on board of the ships of the squadron before the city.—The contest thus terminating in the total defeat of the Brazilian forces and flight of the Governor.—A large number of the besiegers were killed, as the soldiers maintained a steady fire, and were flanked by the guns of the Brazilian squadron, assisted by a Portuguese corvette, and H. M. Sloop Rachechou—after their places were instantly supplied by successive bodies of the savages, who spared neither age nor sex, and even murdered in cold blood a large number of citizens who fled to the Cathedral for protection. The Governor or President of the Province effected a retreat on board the Campesta, under command of our gallant countryman, Com. Taylor.

On the 23d August, the whole city was abandoned by the remaining royalists, and the revolutionary banner was displayed upon the towers and palaces—a convicted murderer by the name of Edonardo Noquiere Angulo having been installed as President of the Republic. The British merchants escaped on board the Rachechou, which moved down the river on the 6th of September, accompanied by all the British and foreign merchant vessels. Some days after the Rachechou proceeded back to the city, taking under convoy the English and American merchant vessels, with the view of recovering some of the property left behind; after two days, they were allowed by the Indians to land, and succeeded in saving some valuable goods, and on their leaving, were honored with a paring salute, the guns loaded with balls. The Indians were in possession of the river, and also the Salines, and pilot stations, and would seize any vessel they could take, that had powder or any thing they wanted. The Wm. Penn. and the Amethyst, were the only American vessels there, and both came under convoy of the Rachechou.

**The Warren Bridge.**—The House of Representatives were engaged yesterday upon the deeply interesting subject of the Warren Bridge, and the question being upon passing to a third reading the bill sent down from the Senate to continue the present law in force till the next session, Mr. Keyes, of Concord, moved an amendment, similar to that which was offered by General Austin, and rejected in the Senate, restricting the appropriation of the proceeds of the tolls, to the repairs and use of the Bridge. The amendment was supported by Messrs. Keyes and Rantoul, and opposed by Messrs. Simmons and Blake, in speeches of considerable length. Without taking the question, the House adjourned, but at too late an hour to admit of our giving a report of the debate in this morning's paper, but it shall appear in our next.

The Salem Gazette advertises a *Hyena* for sale—it does not mention whether it is of their Board of Health species or not.

Thompson, the freebooter, has been liberated from the N. Orleans jail, on bail.

Public attention is solicited for the large sale of lands in New Brunswick, which takes place to-morrow, Whitwell, Bond & Co., Auctioneers.

**Editorial matter well leaded.**—A couple of editors fought a duel in New Orleans on the fourth ult., and were both wounded.

To the Editor of the Boston Morning Post.

Your paper of this morning contained an article about my Phi Beta Kappa oration. I have nothing to say concerning the writer's statements or opinions in relation to myself. But he makes one assertion, which it is my duty to correct. Speaking of Swedenborg, he says "who assumed, or whose followers assume for him, to be Christ in his second coming." Words can say nothing further from the truth than this. I have however no reason to believe that the writer intended, upon this point, any misstatement; as his other remarks in relation to Swedenborg and his doctrines, show that he has no better sources of information than the common and erroneous notions which prevail in relation to this subject.

THEOPHILUS PARSONS.

Oct. 8, 1835.

JOB PRINTING, OF EVERY VARIETY, NEATLY QUICKLY, AND CHEAPLY EXECUTED AT THIS OFFICE.

**LECTURES ON PHRENOLOGY.** AT AMORY HALL.—Mr. JONES, who gave a course of Lectures at the temple, at the close of the last winter, on the science of Phrenology, has engaged the elegantly finished Hall, at the corner of Washington and West streets, where he will be happy to give another course of ten or twelve Lectures, should his friends and the public favor him with their patronage. The Lectures will be given on Monday, Tuesday and Wednesday Evenings of each week, commencing on Monday Evening, the 12th inst. at half past seven o'clock. Tickets for the course, may be had at several of the principal Booksellers.—Price, \$3, for a ticket admitting a gentleman and lady—additional ladies admitted at \$1. Admission for the evening 25 cts. each.

The Lectures of Mr. J. being entirely extempore and illustrated by facts collected from time to time, by a constant and exclusive devotion to his science, will be essentially different in illustration, from those given the last season. The work on Phrenology, which he has in press, will be delayed a few weeks on account of the late fire. eop oct.

**PROTRACTED MEETING.**—The First Free Congregational Church will hold a series of religious meetings during the week, at Congress Hall, (formerly Julien) corner of Congress and Milk streets. Preaching every evening in the week, by Rev. Mr. Mann, of Greenwich, Ct. at half past 7 o'clock, preceded by a prayer meeting commencing at half past 6 o'clock. Those who are friendly to the cause of evangelical religion are invited to attend. 18 oct.

**A CARD.**—The members of the Suffolk Bar respectfully invite their Professional Brethren who may be in the city—the Judges of Judicial Courts—the Lieutenant Governor and Council—the President and Faculty of Harvard College—the Dean and Faculty of the Divinity School—the Officers and Students of the Law School in Cambridge, and all Students at Law—the Sheriff of the County of Suffolk—the Marshal of the U. S. for this District, and their Deputies—the Clerks of Judicial Courts—the Mayor, Aldermen and Common Council—the Reverend Clergy and the Medical Faculty of the City of Boston, to attend the delivery of an Address by the Hon. Judge Story, on the Law and Professional services of the late Chief Justice MARSHALL, at the Odeon, on Thursday, the 15th inst. at 12 o'clock.

The members of the profession will assemble at the Supreme Court Room at 11 o'clock.

Seats will be reserved at the Odeon for the other gentlemen invited. The doors of the Odeon will be opened for the accommodation of Ladies and the public generally, at 10 o'clock.

By order, JAMES A. STIN, President. eop 15 oct.

**POINTERS WIDE AWAKE!**—At a meeting of Engine Company No. 3, held at Cambridge, held at their Engine House, on Wednesday evening last, the following resolutions were passed unanimously:—Resolved, That the Engine House be closed on the Sabbath, except in case of an alarm of fire, or business of the Company. Resolved, That no ardent spirits or wine be allowed in the House for the use of the members.

SAMUEL SLOCUMB, Foreman. 2p oct.

**GRAHAM'S LECTURES.**—MR. GRAHAM, Lecturer on the Science of Human Life, or of Health and Longevity, will deliver a Lecture THIS EVENING, at the Boylston Hall, commencing at 7 o'clock. Tickets 25 cents to be had at Ticknor's, Perkins, Marvin & Co. Light & Horton's, and Pierce's Book stores, and at the door. oct.

**MARRIED.** In this city, by Rev Mr. Holman, Amos B. Babcock to Miss Mary J. Hardy.

On Tuesday, by the Rev Dr. Channing, Rev Ezra S. Gannett to Miss Anna L. Tilden, daughter of Bryant P. Tilden Esq. On Tuesday evening, by Rev Mr. Young, Ira Burroughs to Miss Hannah M. Joslyn.

In Charlestown, on Wednesday evening, by Mr. Jackson, Alfred Skelton to Miss Martha Wilson—all of Charlestown.

In West Cambridge, on Tuesday evening last, by Rev Mr. Damon, Wm Schouler to Miss Frances E. Warren.

In Cincinnati, Sept 21st, U. Tracy Howe to Miss Sarah T. daughter of the late Charles Coolidge, of Boston.

**DIED.** In this city, on Tuesday morning, George Henry, son of John R. Bradford, 23 months. In Worcester, Oct 2d, Miss Martha L. Parker, daughter of Hon Leonard M. Parker, of Shirley, and grand daughter of the late Hon Levi Lincoln, of W. 20.

**IMPORTATIONS.** FAYAL—Brig Harbinger—219 casks sperm oil—1 chest arrow root—2 boxes mds—6 cases roots, minerals &c—64 boxes basils.

CLOSTADT—Brig Africa—13 bundles hemp—52 coils cordage—90 do spun yarn—20 bales diapers—24 do horse bales—187 bales iron—400 packs 50 bales sail cloth—120 bales ravens duck—20 do diapers—120 do fleams—130 do feathers—750 wooden bowls.

WACKENHUS—Sch Emily—44 mlatns—44 do boards—3 bbls 1 cask pumice stone.

**SHIP-NEWS—BOSTON, 1835**

THURSDAY, Oct. 8. ARRIVED.

Brig Africa, Ingersoll, Cronstedt 10th, Elnesur 21st ult. Off Otago, about 18th, says a brig supposed the Cronstedt, Brig Harbinger, Savage, Fayal 17th ult. The Wm & Eliza, of New Bedford, with 90 bbls oil, and North America, of New London, with 100 do, were off the port.

Br Sch Emily, Doolittle, St Andrews.

Sch Vesta, Tucker, Marblehead.

Sloop Patriot, Lynn.

Signal for a ship and 3 brigs.

**CLEARED.** Ships Cashmere, Bowers, East Indies; Roscius, Symmes, Batavia; brig Letitia, Tufts, Trieste; Swan, Snow, Philadelphia; Helen Augusta, Thompson, Calais; scs Caroline, Belknap, St John's; Comptess, Sparrow, Marston, and Jucker, Stetson, New York; Rebecca, Aiken, Castine; Dover Packet, Dover; sloop Jas & Lucy, N Bedford.

At Rio Janeiro, Aug 23, ship Susan, Jennings, hence; Tuscan, Littlefield; Eagle; bark Flora; brig Alice, Champion, and Nelson, all for New Bedford.

At do, Messenger, wgt cargo; Aurora, hence, just ar; Canada, 15 days from Montevideo do. Sailed same day, U S ships Erie, for Bahia; Ontario, for coast of Africa; bark Flora, for Antwerp.

Going into Havana 21st ult, Billow, Welch, hence, via Matanzas.

At Matanzas 24th ult, brig Liberator, Cashing, for Boston soon.

At Port au Prince 24th ult, bark Brazil, Noble, Boston quick; sch Pocasset, do 3.

**SPOKEN.**

Sept 10, lat 1 50, lon 39 40, brig Quincy, 5 days from Pernambuco for Boston.

**SALEM Oct 7—**sch Wm Penn, Appleton, Para City, 6th ult.

**NEW BEDFORD, Oct 7.**—returned ship Stephanie, with damage received in a gale on the 28th ult.

**NEW YORK, Oct 6—**ar Mary Chase, Rio Janeiro; Alencas, Hothook, Lagaira; Athenian, Howes, Cartagena; Onslow, Port au Prince.

7th—ar Henry Thompson, Parsons, Rio Janeiro; Belle, Port au Prince.

Cleared Geo Washington, Ho'dredge, Liverpool; Poland, Anthony, Havre.

**PHILADELPHIA, Oct 3.**—cleared Mohawk, Georgians, and Nerida, Boston.

**BALTIMORE, Oct 4—**ar Damariscotta, Stetson, Ragged Island.

**ALEXANDRIA, Oct 5.**—sailed sch Cairo, Buckman, Barbadoes.

**NORFOLK Oct 5.**—cleared Edwin, Chateau, Cadiz.

**WASHINGTON, N C, Oct 2.**—cleared Jas G Stacy, Ireland, Boston.

**CHARLESTON, Oct 1—**ar sch John C Calh







